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COUNTRY HungaryREPORT NO.  TOPIC 1. Soviet Troops Leaving Győr2. Technical Data on Soviet Railroad OperationsEVALUATION   25X1PLACE OBTAINED  

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DATE OF CONTENT Prior to early May 1950DATE OBTAINED   25X1DATE PREPARED 25 July 1950

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REFERENCES  PAGES 2 ENCLOSURES (NO. & TYPE)  

REMARKS

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1. All Soviet troops from the Győr-Szabadhegy barracks left for Varpalota (F 48/D 89) by train on 19 and 20 April 1950. (1)

2.   were allotted by the Soviet transport control headquarters in Vienna and Budapest, the latter being in the building of the Hungarian Ministry of Traffic and headed by Lieutenant Colonel Shurigin (fnu). Other Soviet transport control headquarters were in Győr and Szombathely (F 48/C 78), the former being staffed by a major as chief, a senior lieutenant and a lieutenant. (2)

3.  4.  

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On Soviet orders, leave trains were always pulled by steam engines, even on electric lines. Oil shipments, always consisting of 25 cars.

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5. Shipments of cement were conveyed from Tatabánya (Q 48/Z 04) to the Fapa (F 48/Y 30) airfield in April 1950 at a rate of 20 to 25 railroad cars per day. (5)

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Comments.

- (1) The information supplements a previous report by the [redacted] on the transfer to the Varpalota training area (Hajmasker troop training grounds) of units of the 17th Cds Mecz Div in Gyoer. [redacted] 25X1
- (2) The location of Soviet transport control headquarters in Budapest and Szombathely may be correct since operational offices of the Hungarian State Railroads are also located in the two cities. Other Hungarian operational railroad offices are in Szeged, Iecs, Debrecen, Miskolc. The Soviet transport control office in Gyoer is believed to be an RTO office with only local authority. [redacted] 25X1
- (3) [redacted] 25X1
- (4) This information cannot be verified. Similar information, however, was also obtained from the Soviet Zone of Germany.
- (5) The Iapa airfield was reported to have been reconditioned and improved in the summer of/and October 1949. See [redacted] 25X1
- [redacted] Fighters were stationed at the airfield in October 1949. The statement that cement was shipped to the field in April 1950 indicates that the construction work possibly had not been completed by that time.

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